

Berryessa Extension: Traffic FACT SHEET

Overview

Addressing traffic concerns is one of VTA's highest priorities as the Berryessa Extension Project is built. Convenient access to BART stations is essential to building ridership, which benefits the entire community by reducing congestion on roadways throughout the project corridor.

Project-related traffic has been carefully evaluated in environmental documents that have been produced as part of the Berryessa Extension Project. Additionally, VTA has coordinated extensively with local and regional jurisdictions.

How will construction of the Berryessa Extension affect traffic?

During the project's construction, there will be periodic lane, street and intersection closures for various construction activities, resulting in temporary or short-term detours. There will also be significant truck activity removing excavated or demolished materials, or bringing building materials into the project area.

In addition to short-term detours, there are several intersections along the project where longer-term roadway closures are necessary to lower roadways underneath the BART tracks, or construct the project through a complex intersection. Strategic design and construction methods are being utilized to reduce the length of the construction and impact to communities. During closures, alternative routes will be maintained and the community will be notified in advance by VTA.

What will be done to help reduce impacts on traffic during construction?

VTA and its contractor have established a construction schedule that is specifically structured to limit the cumulative effect of multiple roadway or lane closures, including not closing any two consecutive roadways that intersect the project at the same time. The roadway capacity of detour routes will be preserved to reduce the build-up of congestion.

VTA will notify the community through a variety of communications tools, including:

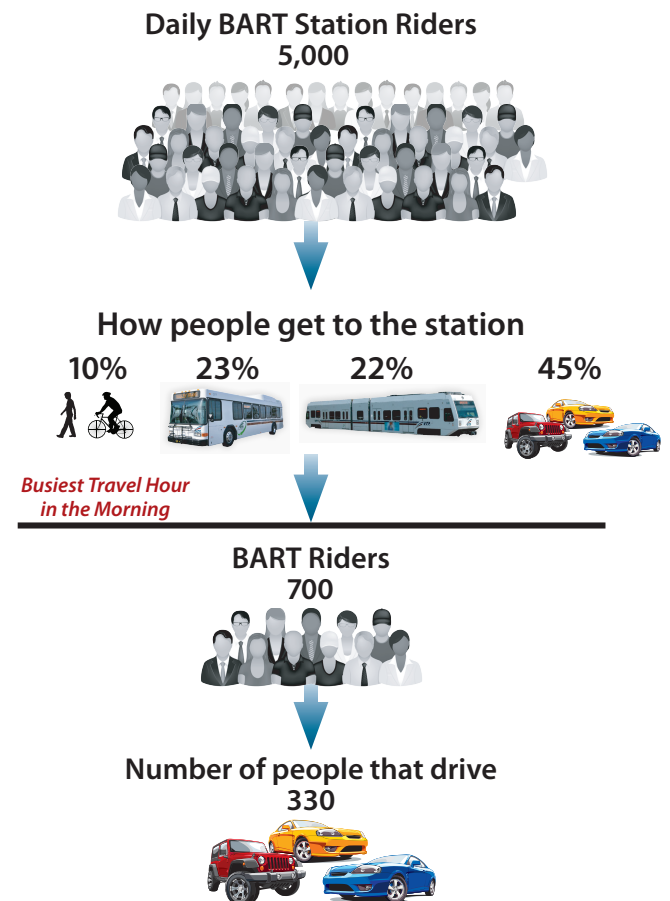
- Community meetings
- Distribution of traffic advisories and construction notices by mail
- Notifications via VTA's GovDelivery e-mail or text notification system and project website
- Placement of on-street electronic display boards

Additionally, truck haul routes that have been designated and accepted by the cities of Fremont, Milpitas and San Jose will be utilized when removing excavated or demolished materials, or bringing building materials into the project corridor. Construction area watering (to keep dust levels down) and street sweeping will also be performed during construction.

How will traffic in my neighborhood be affected by people driving to the Berryessa Extension stations?

The majority of vehicles that will be accessing the two new BART stations are already on the regional roadway network. These travelers will now utilize BART for a portion or majority of their trip.

Getting to the Milpitas Station in the Morning



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How many people are anticipated to access the Berryessa Extension stations each day?

When the Berryessa Extension opens it is anticipated that daily ridership at the Milpitas Station will be 10,000 and ridership at the Berryessa Station will be 14,000.

There are several convenient options to access the stations. VTA will be enhancing local, express and rapid bus service to the station areas. The station areas will also include bicycle and pedestrian paths to provide convenient connections to surrounding communities. At the Milpitas Station, a pedestrian connection will be provided from the Montague Light Rail Station directly to the BART station over Capitol Avenue.

Of those who use the Milpitas Station each morning, it is estimated that 10 percent would arrive by walking or bicycle, 22 percent would arrive by light rail, 23 percent would arrive by bus, and 45 percent would arrive by auto (either parking at the station, or dropped off). Of those who use the Berryessa Station each morning, it is estimated that 6 percent would arrive by walking or bicycle, 60 percent would arrive by bus, and 34 percent would arrive by auto (either parking at the station, or dropped off).

The graphic "Getting to the Milpitas Station in the Morning" on the front illustrates how people will access the Milpitas Station, and the estimated number of autos that will access the station during the busiest travel hour in the morning.

What time is the most station traffic anticipated to occur each day?

The heaviest station area traffic can be expected during the peak morning and peak evening commute periods (7:00 am to 9:00 am and 4:00 pm to 6:00 pm).

Are there any roadway improvements to accommodate traffic around stations?

VTA will add new roadways and extend some existing roadways to provide convenient, direct access to station parking and pick-up/drop-off areas. In the communities surrounding the stations, roadway improvements will include features such as the addition of turn lanes and modifications to signal lights to help the flow of traffic. The location and specifics of these improvements have been coordinated with the cities of Milpitas and San Jose and were determined based on detailed traffic studies that were conducted for the project.

Will the stations have enough parking spaces, so that people will not be parking in the surrounding neighborhoods?

VTA will be implementing parking with a phased approach. When the extension opens, parking will be built to meet the anticipated near-term need. Space for additional on-site parking will be reserved to allow for expansion of parking areas. VTA will monitor parking needs, and if and when additional parking is needed, it will be built.

How to Reach Us

For more information about BART Silicon Valley, please contact VTA-BART Community Outreach (408) 934-2662, TTY for the hearing impaired (408) 321-2330. You may also visit us on the web at www.vta.org/bart, or email us at vtabart@vta.org.